The timing on C15/B40 engines is as follows:

- 33 1/2° before T.D.C., fully advanced, all models
- 9/32" before T.D.C., fully advanced, all models
- 7mm above the top edge of the plug hole.

The timing is not as critical as on later models and should be set by measurement down the plug hole as follows: locate T.D.C. by means of a rod down the plug hole and mark the rod to line up with a convenient reference point, such as the top edge of the plug hole. Piston is at T.D.C. Remove the rod, make a second mark on the rod 9/32" (7mm) above the
first mark and insert it into the hole again. Rotate the engine backwards until the upper mark disappears from view and then turn the engine forwards until this mark coincides with the reference point. This sets the engine at the full advance position, with any backlash in the drive from the crankshaft to the distributor correctly taken up. The ignition is correctly timed when the leading edge of one of the magnets on the rotor is directly underneath the leading edge of the "ghost" picture on the stator plate above it, as indicated by the large arrowhead on the stator plate. To achieve this, rotate the distributor body until the magnet and the printed outline are in their relative positions. If there is any backlash in the drive to the rotor, allow for this when setting the ignition timing by temporarily taking up the play by turning the rotor clockwise, i.e. against the direction of the drive whilst setting the timing.

21) If the cable outlet comes at an inconvenient position, lift the distributor up and rotate the rotor half a turn, and then push the distributor down again to re-engage the driving tongue, and re-time.

22) Lock the distributor in place by tightening the clamp screw, checking that the body does not rotate during tightening.

23) Make the final check that the timing has been made on the right stroke, and then replace the sparking plug.

24) Replace the petrol tank and reconnect the battery.

Notes:
Final adjustment to the timing can be made on the road. Stroboscopic timing is not necessary and no attempt should be made to do this by running the engine with the chain case removed, since the moving parts could cause serious injury.

The advance range provided is approx. 10° camshaft, 20° crankshaft.
It is essential that the existing electrical system is kept in good order, i.e. battery, ignition switch, ignition coil, H.T. cable, plug, plug cap, suppressor and associated wiring and also capacitor where used instead of a battery.
Apart from this, no maintenance is required and timing cannot vary, unless disturbed. Do not disturb the stator plate unnecessarily.
The most common symptom of low voltage is apparent over-advance and kicking back.
If the stator plate does not seat correctly and/or the rotor magnets touch the stator plate when pushed upwards to take up any end-float, adjust the height of the stator plate by placing one or more flat washers between the old mounting post and the stator plate.
The clearance between the stationary pole projecting from the stator plate and the magnet on the rotor should be 1 mm. (0.040") or less.

WIRING DIAGRAM WITH SINGLE PHASE POWER BOX.
RECTIFIER/ZENER DIODE AND CAPACITOR UNIT CAN ALSO BE USED BUT DISCONNECTION OF THE ZENER WHEN THE ENGINE IS RUNNING CAN DESTROY THE IGNITION BOX.

POSITIVE EARTH.

6 TO 12 VOLT CONVERSION FOR C15/B40 WIRING

12 VOLT COIL